



**Austin
1100, 1300,
1300 GT and
countryman
-Still no
competition!**



Austin 1100 only one car can beat it ... our 1300

It would be nice to list all the ways in which the Austin 1100 scores over the competition. Only there doesn't seem to be any competition around.

For a number of highly inventive reasons.

Two-door or four-door, the 1100 has a sideways-mounted engine that doesn't intrude on passenger space. Front-wheel drive that pulls you out of tight corners instead of pushing you into trouble. Hydrolastic suspension that turns the rough into smooth.

Where else (outside our own range) can you find such dramatically different yet well-proven engineering achievements?

At anything like the price?





Austin 1300

Competition?

What competition?

Both the two- and four-door 1300's are built around the same exclusive engineering concept as the 1100. The 1300 models cost a little more. But you get a lot more power and performance.

Although your garage will find the outside story easy to swallow, you can ask the family inside—they'll be amazed at the space.

This incredible roominess, within a car that's small enough to make town parking a pleasure, is one reason why the 1100/1300 range has grown into the biggest success story in the history of British motoring.

Bar none.







Austin 1300 Countryman Where's its equal?

Good question. Where else can you find an estate car at the price that's as comfortable, as versatile, as reliable and as much fun to drive?



The Countryman gives you three kinds of car for the price of one.

With all four seats upright, it's a luxurious saloon with a perfectly enormous boot—14 cubic feet of it, with a counter-balanced top-hinged door to make loading easy.

Fold the rear seat forwards and you've a rugged load-carrier. Luggage space is now 37.7 cu. ft. Ideal for camping gear, hobbies equipment or the family dog.

With all four seats in the full-recline position, you've a fully upholstered double-bed. And there's still plenty of space for suitcases. Reclining front seats are optional at extra cost.



Austin 1300 GT Where's its rival?

Where indeed. No other GT saloon offers so much performance, comfort and sheer value for your money.

The transverse engine, front-wheel drive and Hydrolastic suspension trio team up to give you the kind of roadholding that wins rallies.

You're pulled round bends instead of being pushed into them. Which is the safe way to be quick, as you'll see if you watch our front-wheel-drive cars tramlining it round the club circuits every Saturday.

As a really keen motorist, you probably look forward to a few long-distance drives. That's when you'll appreciate the extra comfort and living space that comes with the 1300 GT. You and your passengers will stay relaxed the whole journey through. And that's worth a lot. There's not much point in getting there quickly if you're fit for nothing when you arrive.

Keeping you fresh and relaxed is one way in which the 1300 GT looks after your safety. There are others. Like powerful disc brakes up front. Anti-glare black trim around the fascia, with padded crash-rolls top and bottom. Anti-glare mirror. Collapsible sun visors. Radial-ply tyres.

And engineering that's been proved in rally after rally.



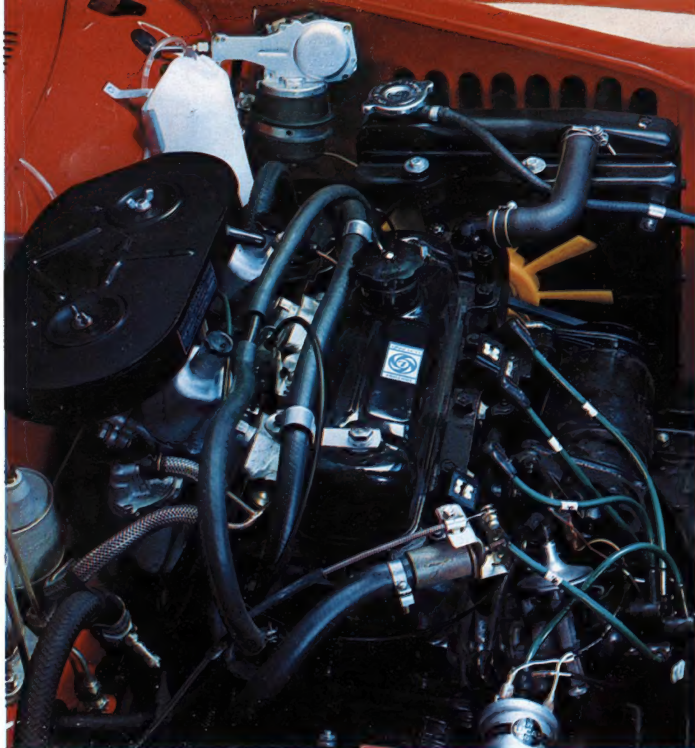
When you buy a GT car, you expect a few extras. But you probably don't expect so many as you get with the 1300 GT. To begin with, the car looks special, from its black vinyl roof to its styled wheel trims.

Inside, the theme is black vinyl and chrome. Both front seats recline fully. There's a racing wheel with moulded rim to simulate black leather and stitching. A neat manual gear-shift. An electric rev counter.

But that's not all. The 1300 GT's twin carb engine is matched by twin silencers and two-speed wipers. And a built-in reversing lamp.

About the only thing it lacks is a rival.





Competitive? or unique?



Technically speaking, the Austin 1100 and 1300 range is still way out ahead. And we're determined to keep it that way.

Which doesn't mean we're out to make technical changes just to be different. That's not our style. Since we first introduced the 1100, some eight years ago, we've stayed with the then revolutionary idea of transverse engines, front-wheel drive and Hydrolastic suspension. Time—and over two million motorists—have proved us right.

What we do believe in is systematic improvement. In fact, during those eight years, our development engineers have been continuously introducing refinements. They don't all show. But it's good to know they're there.

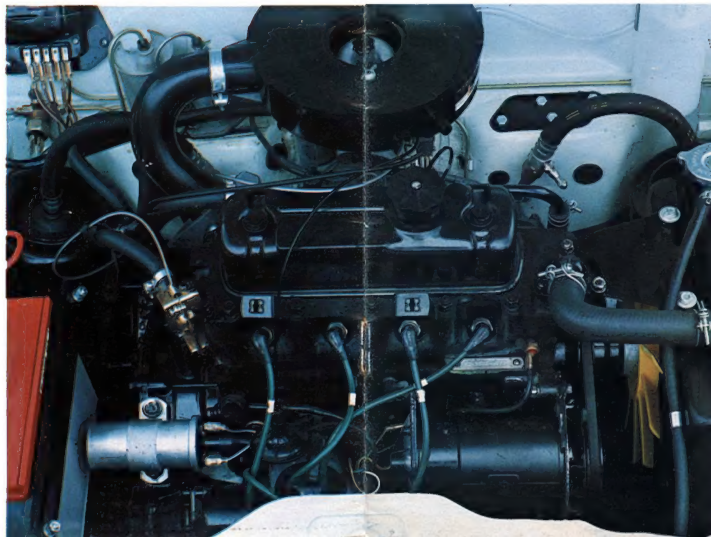
This kind of technical progress rarely makes headlines. But the news gets around just the same. It's spread by satisfied Austin owners, all over the world, who know a good thing when they drive one. Who know that proven reliability gets you further than chrome pressings.

The opposition know it, too. But there isn't very much they can do about it. Because, even if they introduced a new technical design concept as radical as ours (and there's no sign of that at present), they'd still be very many refinements behind.

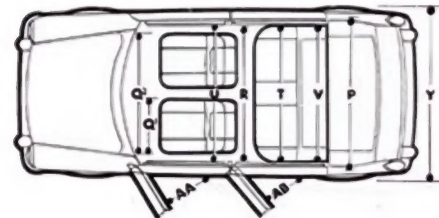
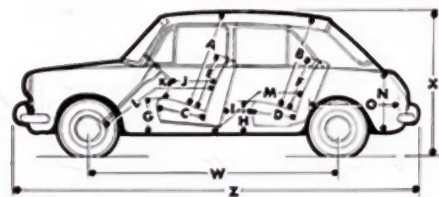
One of our most dramatic refinements happened when we introduced automatic transmission as an optional extra on the range (1100 two-door De-luxe and GT excluded). Like so many other things on the 1100 and 1300, it's not only different. It's demonstrably better.

With our automatic system you can choose the way you drive. In town traffic it will do all the work for you, selecting the right gear for every situation. Which leaves you free to concentrate on higher things.

But if the sporty mood grabs you, you can use it as a silky-smooth manual box. To make your own clutchless gear-changes. As only you know when.



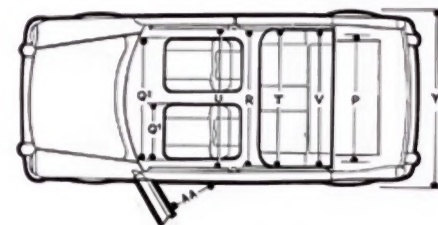
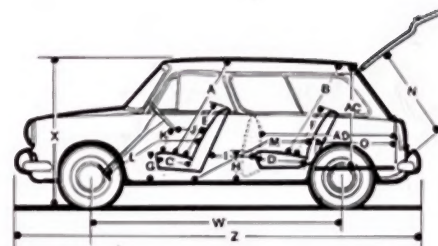
Dimensions



1100/1300 SALOON

		in.	cm.
*Front seat head room	A	37	93.9
*Rear seat head room	B	34½	87.6
*Front seat cushion depth	C	17½	44.4
*Rear seat cushion depth	D	17½	44.4
*Front seat squab height above cushion	E	18	45.7
*Rear seat squab height above cushion	F	21	53.3
*Front seat cushion height above floor	G	13½	34.3
*Rear seat cushion height above floor	H	13½	34.3
*Distance between seats—maximum	I	14	35.5
*Distance between seats—minimum	I	10	25.4
*Steering-wheel to squab—maximum	J	15½	39.3
*Steering-wheel to squab—minimum	J	11	27.9
*Steering-wheel to cushion	K	7½	19.1
*Front seat leg reach—maximum	L	44	111.7
*Front seat leg reach—minimum	L	39½	101.3
*Rear seat leg reach—maximum	M	41	104.1
*Rear seat leg reach—minimum	M	22	55.9
Luggage boot height	N	33	83.8
Luggage boot depth	O	29	73.7
Luggage boot width	P	47½	120.6
*Front seat cushion width—individual	Q1	21½	54.6
*Front seat cushion overall width	Q2	47	119.3
*Rear seat cushion overall width	R	50	127.0
Width across rear—maximum	T	52	132.1
Shoulder width over front seat	U	50	127.0
Shoulder width over rear seat	V	51	129.5
Wheelbase	W	93½	237.5
Overall height	X	53½	136.8
Overall width...	Y	60½	153.4
Overall length	Z	145½	370.4
Front door entry width (2-door)	AA	34½	87.6
Front door entry width (4-door)	AA	28	71.1
Rear door entry width (4-door)	AB	26	66.0
Track at front		51½	130.8
Track at rear		50½	129.2
*Ground clearance		6½	15.6
Kerbside weight (approx.)			
2-door 1100 Saloon		1,751 lb.	794 kg.
2-door 1300 Saloon		1,798 lb.	816 kg.
4-door 1100 Saloon		1,810 lb.	821 kg.
4-door 1300 Saloon		1,827 lb.	829 kg.

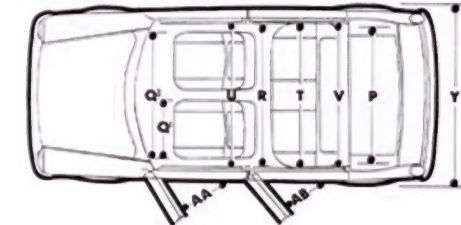
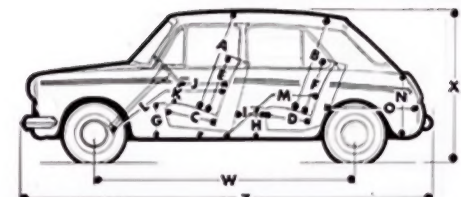
* Approximate measurements.



1300 COUNTRYMAN

		in.	cm.
*Front seat head room	A	37	93.9
*Rear seat head room	B	34	86.4
*Front seat cushion depth	C	17½	44.4
*Rear seat cushion depth	D	18	45.7
*Front seat squab height above cushion	E	18	45.7
*Rear seat squab height above cushion	F	21½	54.6
*Front seat cushion height above floor	G	13½	34.2
*Rear seat cushion height above floor	H	14	35.6
*Distance between seats—maximum	I	15½	39.3
*Distance between seats—minimum	I	12	30.5
*Steering-wheel to squab—maximum	J	15½	39.3
*Steering-wheel to squab—minimum	J	11	27.9
*Steering-wheel to cushion	K	7½	19.1
*Front seat leg reach—maximum	L	44	111.7
*Front seat leg reach—minimum	L	39½	101.3
*Rear seat leg reach—maximum	M	51	129.5
*Rear seat leg reach—minimum	M	48½	123.2
Luggage boot height	N	35	88.9
Luggage boot depth	O	29	73.7
Luggage boot width	P	43½	110.0
*Front seat cushion width—individual	Q1	21½	54.6
*Front seat cushion overall width	Q2	47	119.3
*Rear seat cushion overall width	R	49½	125.7
Width across rear—maximum	T	50½	128.3
Shoulder width over front seat	U	50	127.0
Shoulder width over rear seat	V	48½	123.8
Wheelbase	W	93½	237.5
Overall height	X	53½	136.8
Overall width...	Y	60½	153.4
Overall length	Z	145½	370.4
Front door entry width	AA	34½	87.6
Overall height of luggage space	AC	34	86.4
Luggage floor length, seat down	AD	49	124.0
Track at front		51½	130.8
Track at rear		50½	129.2
*Ground clearance		6½	15.6
*Kerbside weight (approx.)			
		1,881 lb.	853 kg.

* Approximate measurements.



1300 GT

		in.	cm.
*Front seat head room	A	37½	95.3
*Rear seat head room	B	35	88.9
*Front seat cushion depth	C	17½	44.4
*Rear seat cushion depth	D	17½	44.4
*Front seat squab height above cushion	E	19	48.3
*Rear seat squab height above cushion	F	22	55.8
*Front seat cushion height above floor	G	13	33.0
*Rear seat cushion height above floor	H	13	33.0
*Distance between seats—maximum	I	14	35.6
*Distance between seats—minimum	I	10	25.4
*Steering-wheel to squab—maximum	J	15½	39.3
*Steering-wheel to squab—minimum	J	11	27.9
*Steering-wheel to cushion	K	8	20.3
*Front seat leg reach—maximum	L	44	111.7
*Front seat leg reach—minimum	L	39½	101.3
*Rear seat leg reach—maximum	M	46	116.8
*Rear seat leg reach—minimum	M	41	104.1
Luggage boot height	N	22	55.8
Luggage boot depth	O	33	83.8
Luggage boot width	P	47½	120.6
*Front seat cushion width—individual	Q1	21½	54.6
*Front seat cushion overall width	Q2	47	119.3
*Rear seat cushion overall width	R	50	127.0
Width across rear—maximum	T	52	132.1
Shoulder width over front seat	U	50	127.0
Shoulder width over rear seat	V	51	129.5
Wheelbase	W	93½	237.5
Overall height	X	53½	135.9
Overall width...	Y	60½	153.4
Overall length	Z	145½	370.4
Front door entry width	AA	28	71.1
Rear door entry width	AB	26	66.0
Track at front		51½	130.8
Track at rear		50½	129.2
*Ground clearance		5½	14.0
*Kerbside weight (approx.)			
		1,900 lb.	862 kg.

* Approximate measurements.

Specifications

1100/1300 SALOON

ENGINE: Four cylinders, o.h.v. (1300) Bore 70·61 mm. (2·78 in.), stroke 81·28 mm. (3·2 in.), capacity 1275 c.c. (77·8 cu. in.). B.H.P. 60 at 5,250 r.p.m. Maximum torque 69 lb. ft. at 2,500 r.p.m. Compression ratio 8·8 : 1. (1100) Bore 64·58 mm. (2·543 in.), stroke 83·73 mm. (3·296 in.), capacity 1098 c.c. (67 cu. in.). B.H.P. 48 at 5,100 r.p.m. Maximum torque 60 lb. ft. at 2,500 r.p.m. Compression ratio 8·5 : 1.

FUEL SYSTEM: (1300) S.U. carburettor type HS4; (1100) S.U. carburettor type HS2.

CLUTCH: Diaphragm-spring, 7·125 in. (0·18 m.) diameter.

GEARBOX: Four-speed, all-synchromesh, remote-control centre-floor gear change.

FINAL DRIVE: Front-wheel drive, open shafts with universals. Ratio (1300) 3·65 : 1, (1100) 4·13 : 1.

STEERING: Rack and pinion.

SUSPENSION: Independent suspension with Hydrolastic* displacers interconnected front to rear.

BRAKES: Hydraulically operated, 8·4 in. (0·21 m.) diameter front disc brakes; 8 in. (0·20 m.) rear drum brakes with leading and trailing shoes.

ROAD WHEELS: Pressed-steel disc, 5·50—12 tubeless tyres.

ELECTRICAL: 12-volt, 40-amp.-hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch and self-cancelling direction indicators. Single horn. Heater/demister. Combined ignition/starter switch incorporates steering-column lock on Home Market models.

INSTRUMENTS: M.p.h./km.p.h. calibrated speedometer with mileage recorder. Water temperature gauge on Super De-luxe. Fuel gauge. Warning lamps to show low oil pressure, headlamp high beam, flashers working, and dynamo not charging.

COACHWORK: Four-seater saloon of all-steel unitary construction. Central instrument panel with circular speedometer. All seat contact surfaces trimmed with knit-backed vinyl. Rubber mat floor covering. Factory-fitted static or automatic front seat belts are supplied at extra cost on all Home Market models, and the choice must be made when ordering from your Dealer.

The above specification covers the De-luxe Saloon, but two- and four-door Super De-luxe Saloons are available which include the following items: Full-width simulated woodgrain fascia panel incorporating face level fresh-air vents; stainless finishers to door window frames; opening rear quarter windows on two-door Super De-luxe Saloons; fitted carpet floor covering. Arm-rests fitted on all doors and on rear quarter panels of two-door Super De-luxe Saloons.

Optional extras: Automatic transmission (except 1100 two-door De-luxe Saloons); reclining front seats; electrically heated rear window; radial ply tyres.

EXPORT AVAILABILITY: To suit overseas market requirements a fresh-air heater is *not* considered standard equipment. The following production alterations to the above specifications are available at no extra cost; lighting and flasher equipment as required; left- or right-hand steering.

Optional equipment for Export at extra cost: Heater/demister; radial-ply tyres; locking fuel filler cap; reclining front seats; automatic transmission (except 1100 two-door De-luxe Saloons); electrically heated rear window.

* Hydrolastic is a registered Trade Mark.

1300 COUNTRYMAN

ENGINE: Four cylinders, o.h.v. Bore 70·61 mm. (2·78 in.), stroke 81·28 mm. (3·2 in.), capacity 1275 c.c. (77·8 cu. in.). B.H.P. 60 at 5,250 r.p.m. Maximum torque 69 lb. ft. at 2,500 r.p.m. Compression ratio 8·8 : 1.

FUEL SYSTEM: S.U. carburettor type HS4.

CLUTCH: Diaphragm spring, 7·125 in. (0·18 m.) diameter.

GEARBOX: Four-speed, all-synchromesh, remote control centre-floor gear-change.

FINAL DRIVE: Front-wheel drive, open shafts with universals. Ratio 3·65 : 1.

STEERING: Rack and pinion.

SUSPENSION: Independent suspension with Hydrolastic* displacers interconnected front to rear.

BRAKES: Hydraulically operated, 8·4 in. (0·21 m.) diameter front disc brakes; 8 in. (0·20 m.) rear drum brakes with leading and trailing shoes.

ROAD WHEELS: Pressed-steel disc, 5·50—12 tubeless tyres.

ELECTRICAL: 12-volt, 40-amp.-hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch and self-cancelling direction indicators. Single horn. Heater/demister. Combined ignition/starter switch incorporates steering-column lock on Home Market models.

INSTRUMENTS: M.p.h./km.p.h. calibrated speedometer with mileage recorder. Water temperature and fuel gauges. Warning lamps to show low oil pressure, headlamp high beam, flashers working, and dynamo not charging.

COACHWORK: Four seater, two-door dual-purpose vehicle of all-steel unitary construction. Full width simulated woodgrain fascia panel incorporating face level fresh-air vents; All seat contact surfaces trimmed with knit-backed vinyl. Arm-rests fitted on doors. One-piece lockable lift-up rear loading door. When rear squab is folded forward its rear surface extends the rear floor, making large luggage area. Factory-fitted static or automatic front seat belts are supplied at extra cost on all Home Market models, and the choice must be made when ordering from your Dealer.

Optional extras: Automatic transmission; reclining front seats; radial-ply tyres.

EXPORT AVAILABILITY: To suit overseas market requirements a fresh-air heater is *not* considered standard equipment. The following production alterations to the above specifications are available at no extra cost: lighting and flasher equipment as required; left- or right-hand steering.

Optional equipment for Export at extra cost: Heater/demister; radial-ply tyres; locking fuel filler cap; reclining front seats; automatic transmission.

* Hydrolastic is a registered Trade Mark.

1300 GT

ENGINE: Four-cylinders, o.h.v. Bore 70·61 mm. (2·78 in.); stroke 81·28 mm. (3·20 in.); capacity 1275 c.c. (77·8 cu. in.). B.H.P. 70 at 6,000 r.p.m. Maximum torque 74 lb. ft. at 3,250 r.p.m. Compression ratio 9·75 : 1.

FUEL SYSTEM: Twin S.U. carburettors type HS2.

CLUTCH: Diaphragm-spring, 7·125 in. (0·18 m.) diameter.

GEARBOX: Four-speed, all synchromesh, remote-control centre-floor gear-change.

FINAL DRIVE: Front-wheel drive, open shafts with universals. Ratio 3·65 : 1.

STEERING: Rack and pinion.

SUSPENSION: Independent suspension with Hydrolastic* displacers interconnected front to rear.

BRAKES: Hydraulically operated, with servo assistance (Home Market only). 8·4 in. (0·21 m.) diameter front disc brakes; 8 in. (0·20 m.) rear drum brakes with leading and trailing shoes.

ROAD WHEELS: Pressed-steel disc, 145—12 radial-ply tyres.

ELECTRICAL: 12-volt, 40-amp.-hr. battery. Single lever on steering-column controls horn, headlamp flasher, dipswitch and self-cancelling direction indicators. Single horn. Heater/demister. Combined ignition/starter switch incorporates steering-column lock on Home Market models.

INSTRUMENTS: M.p.h./km.p.h. calibrated speedometer with mileage recorder. Revolution counter. Fuel, oil pressure and water temperature gauges. Warning lamps to show headlamp high beam, flashers working and dynamo not charging.

COACHWORK: Four-seater, four-door saloon of all-steel unitary construction. Full-width fascia panel incorporating face level fresh-air vents. All seat contact surfaces trimmed with knit-backed expanded vinyl. Fitted carpet floor covering. Arm-rests fitted on all doors. Folding centre arm-rest in rear seat. Reclining front seats. Factory-fitted automatic front seat belts are supplied at extra cost on all Home Market models and the choice must be made when ordering from your Dealer.

Optional extra: Electrically heated rear window.

EXPORT AVAILABILITY: To suit overseas market requirements a fresh-air heater is *not* considered standard equipment. The following production alterations to the above specifications are available at no extra cost; lighting and flasher equipment as required; left- or right-hand steering.

Optional equipment for Export at extra cost: Heater/demister; brake vacuum servo unit; electrically heated rear window; locking fuel filler cap.

* Hydrolastic is a registered Trade Mark.

ERRATUM: 1100/1300 Saloon dimension L minimum should read 39½ in.

ERRATUM: A low oil pressure warning lamp has replaced the oil pressure gauge on the 1300 GT Saloon.



**BRITISH LEYLAND (AUSTIN-MORRIS) LIMITED
LONGBRIDGE, BIRMINGHAM, ENGLAND**

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